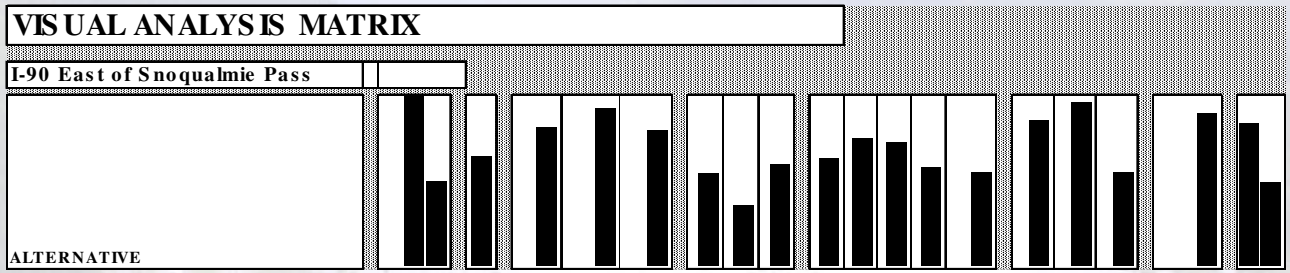
Visual Quality Assessment

Concepts and Examples

Methodology



Vividness:
7 - Very High
6 - High
5 - Moderately High
4 - Average
3 - Moderately Low
2 - Low
1 - Very Low
0 - Non existent

Intactness:
Development:
7 - No development
6 - Little development
5 - Some development
4 - Average level of development
3 - Moderately high development
2 - High level of development
1 - Very high level of development
Encroachment (undesirable eyesores):
7 - None
6 - Few
5 - Some
4 - Average
3 - Several
2 - Many
1 - Very Many

Unity:
7 - Very High
6 - High
5 - Moderately High
4 - Average
3 - Moderately Low
2 - Low
1 - Very Low
0 - Non existent

High Visual Quality

Form

Line

Color

Texture


Vividness Ratings

Vividness - Landform

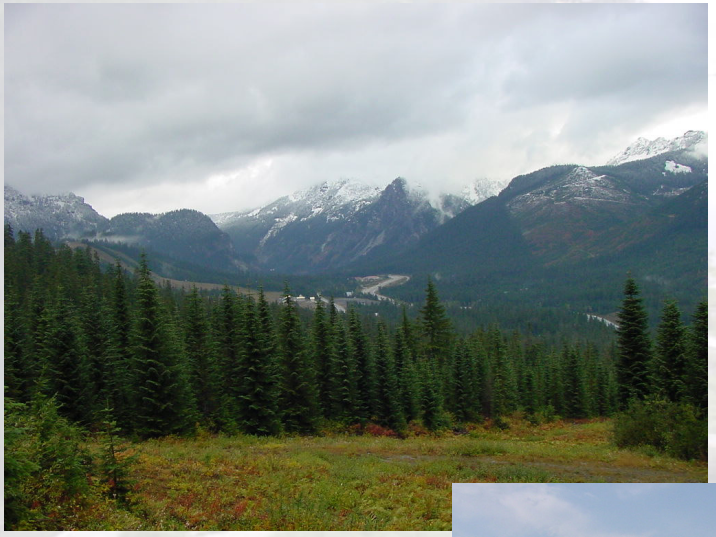
Vividness - Waterform

Vividness - Vegetation

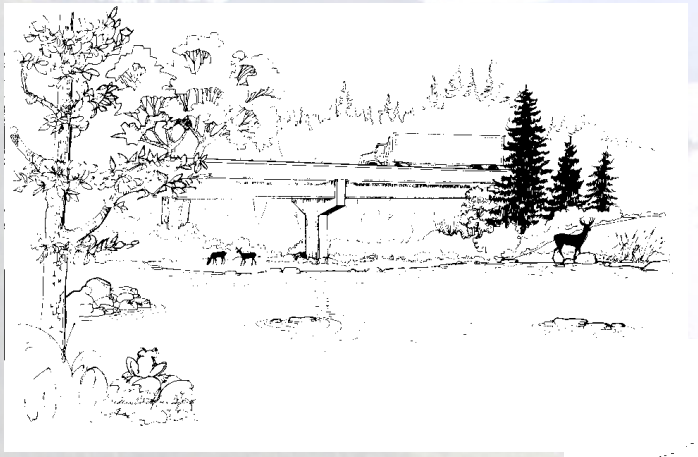
Vividness - Manmade

Intactness Ratings

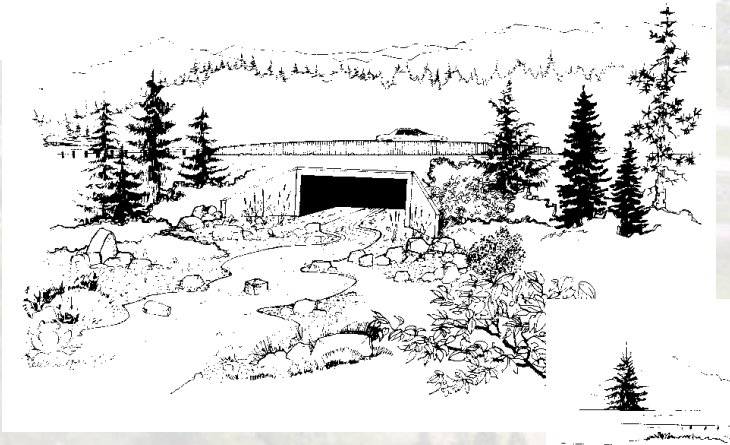
Unity Ratings



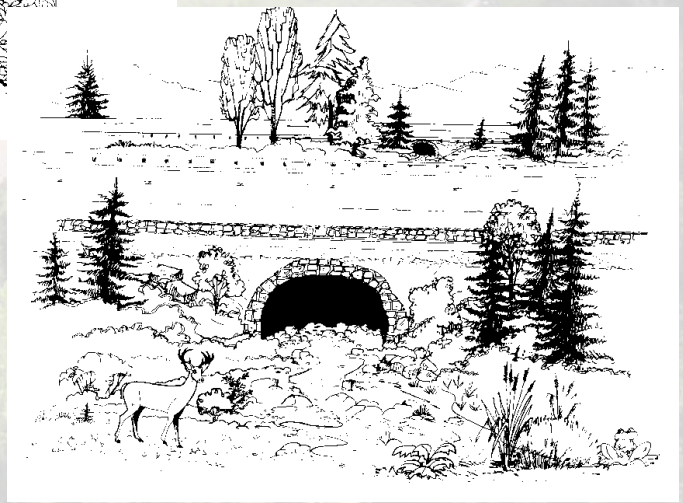
Underlying Assumptions



More desirable vegetation = higher ratings



Access to water and lack of roadside disturbance = healthier vegetation



Symmetry – Using the same bridges for both directions rates higher than asymmetry

Underlying Assumptions

Views with water rate higher, than a comparative view without water

Take away water and ratings go down

Underlying Assumptions

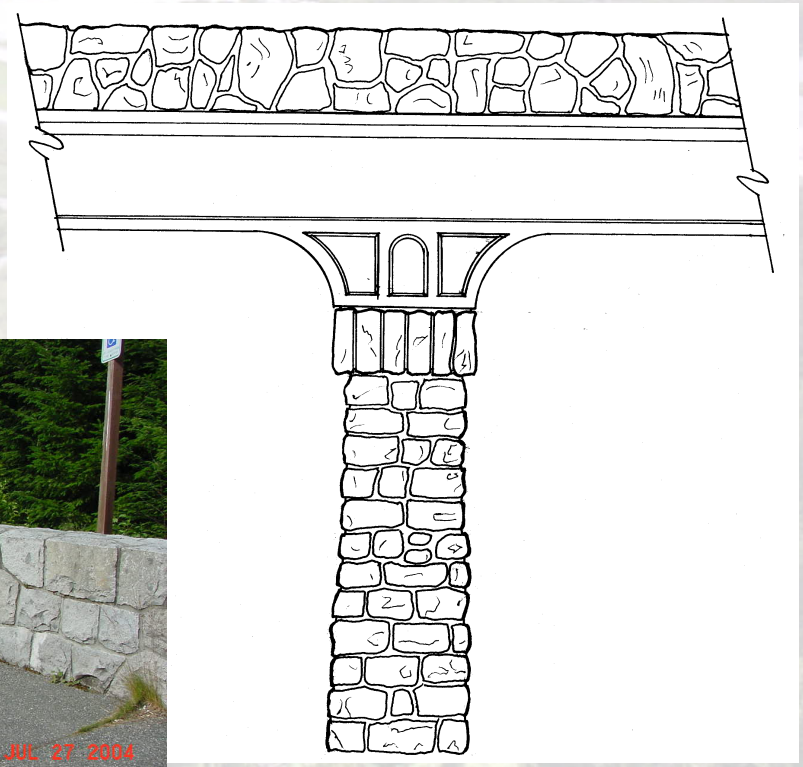
Views above a bridge rate higher than views under a bridge – unless the bridge is memorable, in a good sense.

Bridges block views of landscape

Example of Underlying Assumptions for a project

We will mitigate unavoidable visual impacts using Architectural Design Guidelines

and Roadside Classification Plan – Treatment Level 2 for Forested Classification



CascadianTheme

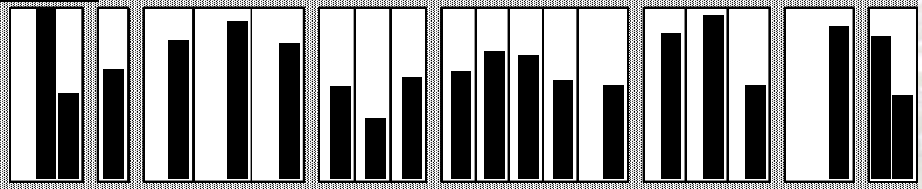
Corridor Continuity


Project Examples

Views from the Road

VISUAL ANALYSIS MATRIX

I-90 East of Snoqualmie Pass



ALTERNATIVE

Landscape Unit 1 - From the Roadway

KEY VIEW 2	EXISTING	from	1	10'	50'	12 mi		x		6	7	5	5	5.75	5	5	5	5	5.25
MP 56 EB Rocky Run CRA																			
Single CRO	MITIGATED	from	2					x		6	7	6	5	6	5	5	5	5.5	5.50

Views toward the road

VISUAL ANALYSIS MATRIX

I-90 East of Snoqualmie Pass

ALTERNATIVE	ORIENTATION TO FACILITY	VIEWPOINT	VIEW DISTANCE			VIEWER POSITION			VIVIDNESS					INTACTNESS			UNITY	TOTAL VISUAL QUALITY
			FOREGROUND	MIDDLEGROUND	BACKGROUND	INFERIOR	LEVEL	SUPERIOR	LANDFORM	WATERFORM	VEGETATIVE	MANMADE	AVERAGE	DEVELOPMENT	ENCROACHMENT	AVERAGE	OVERALL	
Landscape Unit 1 Toward the Roadway																		
Key View F	EXISTING	toward	F	30	100'	5 mi			x	7	5	4	4	5	4	5	4.5	5	4.833
Rocky Run Summer Homes	MITIGATED	toward								7	5	4	4	5	4	4.5	4.25	5	4.75

Views toward the Road

VISUAL ANALYSIS MATRIX

I-90 East of Snoqualmie Pass

ALTERNATIVE		ORIENTATION TO FACILITY	VIEWPOINT	VIEW DISTANCE			VIEWER POSITION			VIVIDNESS					INTACTNESS			UNITY	TOTAL VISUAL QUALITY
				FOREGROUND	MIDDLEGROUND	BACKGROUND	INFERIOR	LEVEL	SUPERIOR	LANDFORM	WATERFORM	VEGETATIVE	MANMADE	AVERAGE	DEVELOPMENT	ENCROACHMENT	AVERAGE	OVERALL	
Landscape Unit 1 Toward the Roadway																			
Key View H	EXISTING	toward	E	70'	200'	7 mi		x		6	7	5	5	5.8	5	6	5.5	5	5.417
Long tunnel	MITIGATED	toward		50'	200'	10 mi		x		6	7	6	6	6.3	6	6	6	6	6.083
Short Tunnel	MITIGATED	toward				10 mi.		x		6	7	6	5.5	6.1	6	6	6	6	6.042
Short WB Tunnel	MITIGATED	toward						x		6	7	5.5	6	6.1	5.5	6	5.75	6	5.958
Both on Slide Curve	MITIGATED	toward						x		6	7	5	5	5.8	5	5.5	5.25	5	5.333

Views from the Road

VISUAL ANALYSIS MATRIX

I-90 East of Snoqualmie Pass

ALTERNATIVE

Landscape Unit 1 - From the Roadway

KEY VIEW 4	EXISTING	from	4	40'	300'	4 mi		x		6	7	6	5	6	5	5	5	6	5.67
Long tunnel	MITIGATED	from	4			500 ft		x		1	0	0	4	1.25	3	4	3.5	3	2.58
Short Tunnel	MITIGATED	from	4			500 ft		x		6	7	6	5	6	4.5	5	4.75	5	5.25
Short WB Tunnel	MITIGATED	from	4			4 mi.		x		6	7	5	5	5.75	4.5	5	4.75	5	5.17
Both on Slide Curve	MITIGATED	from	4			4 mi		x		6	7	4	5	5.5	4.5	5	4.75	5	5.08

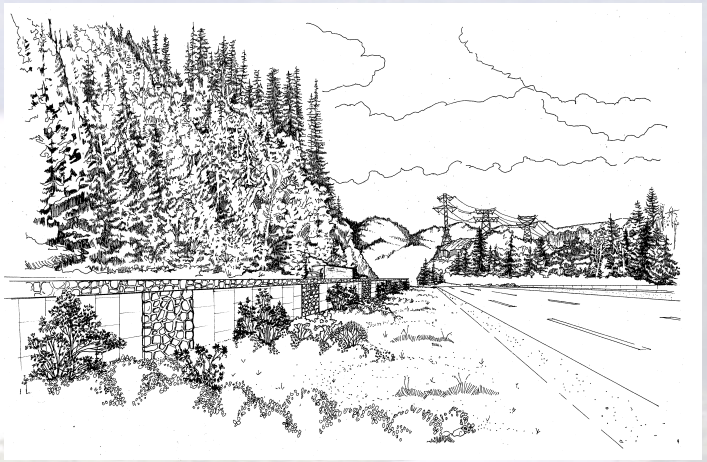
Views from the road

VISUAL ANALYSIS MATRIX

I-90 East of Snoqualmie Pass

ALTERNATIVE																		
Landscape Unit 1 - From the Roadway																		
Key View 6	EXISTING	from	6	30'	200'	0.5 mi		x		5	6	5	5	5.25	5	5	5	5	5.08
Long tunnel	MITIGATED	from	6			500 ft		x		5	6	6	5	5.5	4.5	5	4.75	5	5.08
Short Tunnel	MITIGATED	from	6			500 ft		x		5	6	6	5	5.5	4.5	5	4.75	5	5.08
Short WB Tunnel	MITIGATED	from	6	200 '	500'	0.5 mi		x		5	6	5.5	5	5.375	5	5	5	5	5.13
Both on Slide Curve	MITIGATED		6	200 '	500'	0.5 mi		x		5	6	5	5	5.25	5	5	5	5	5.08

Views from the road



VISUAL ANALYSIS MATRIX

I-90 East of Snoqualmie Pass

ALTERNATIVE		VIEW DISTANCE			VIEWER POSITION			VIVIDNESS					INTACTNESS			UNITY	
Landscape Unit 3																	
Key View 12	EXISTING	from	12	100'	1000'	4 mi		x		5		6	4	3.8	5	4	4.5	5	4.42
MP 65.8 EB																			
Common Route	MITIGATED									5		5	5	3.6	5	4	4.5	5	4.38

Views from the road

PHOTO: SCOTT JACKSON

VISUAL ANALYSIS MATRIX

I-90 East of Snoqualmie Pass

ALTERNATIVE				VIEW DISTANCE			VIEWER POSITION			VIVIDNESS					INTACTNESS			UNITY	
Landscape Unit 3																			
Key View 14	EXISTING	from	14	30'	0.50 m	12 mi		x		6	0	6	5	4.3	5	5	5	6	5.08
MP 67.23 EB Easton Hill CRA																			
CRO A	MITIGATED	from	14					x		6	0	5	5	4	5	5	5	6	5.00
CRO B	MITIGATED	from	14					x		6	0	6	5	4.3	4.5	5	4.75	6	5.00
CRO C	MITIGATED	from	14					x		6	0	5	5	4	5	5	5	6	5.00

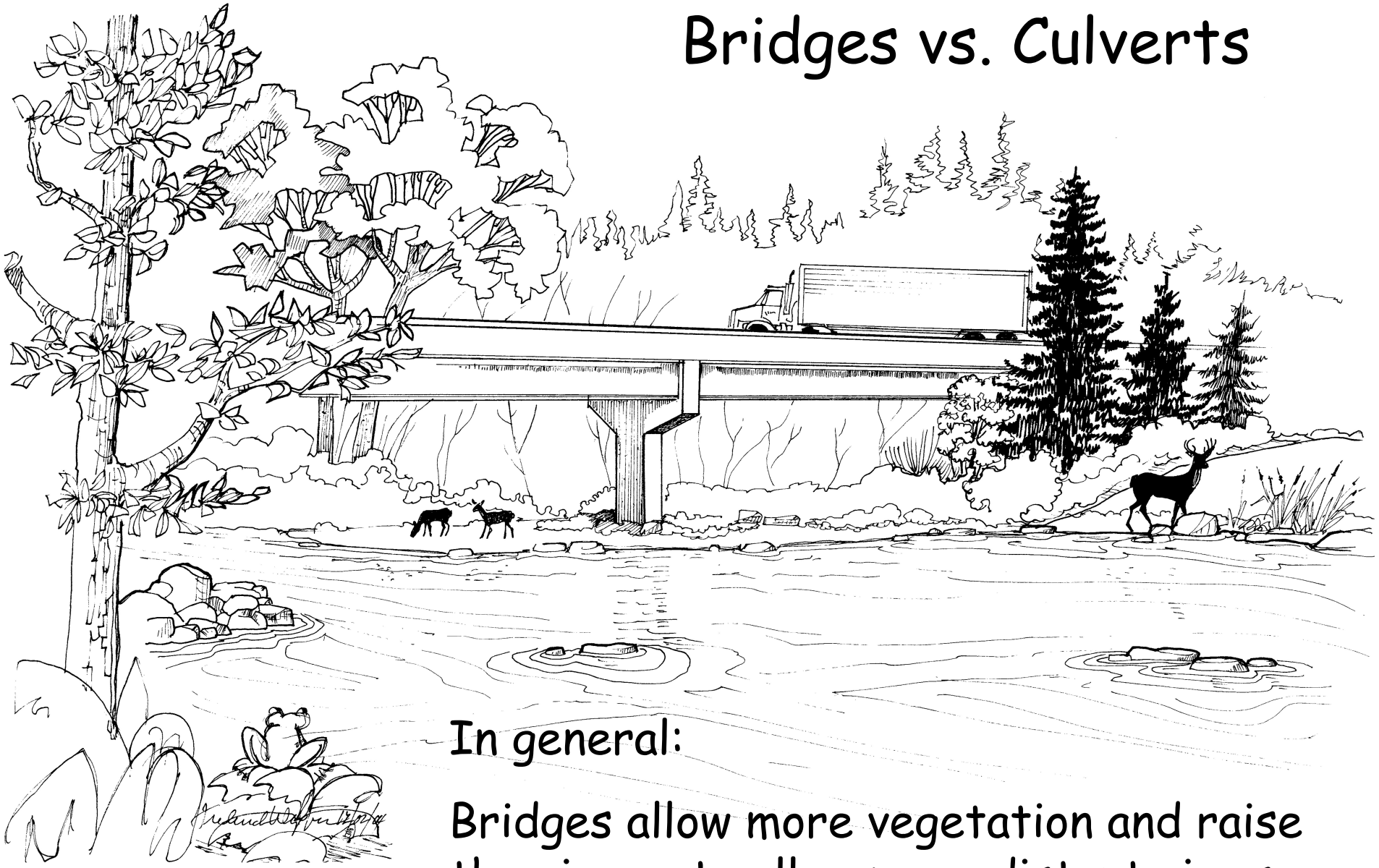
Views toward the road

VISUAL ANALYSIS MATRIX

I-90 East of Snoqualmie Pass

ALTERNATIVE				VIEW DISTANCE			VIEWER POSITION			VIVIDNESS					INTACTNESS			UNITY	
Landscape Unit 4																			
Key View L	EXISTING	toward	H	50'	500'	3 mi		x		6	5	5	5	5.3	5	5	5	5	5.08
from Fishing Bridge Lk.Easton SP																			
Kachess River CRA	MITIGATED		H					x		6	5	5	5	5.3	5	5	5	5	5.08

Bridges vs. Culverts



In general:

Bridges allow more vegetation and raise the viewer to allow more distant views

Contact Information

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